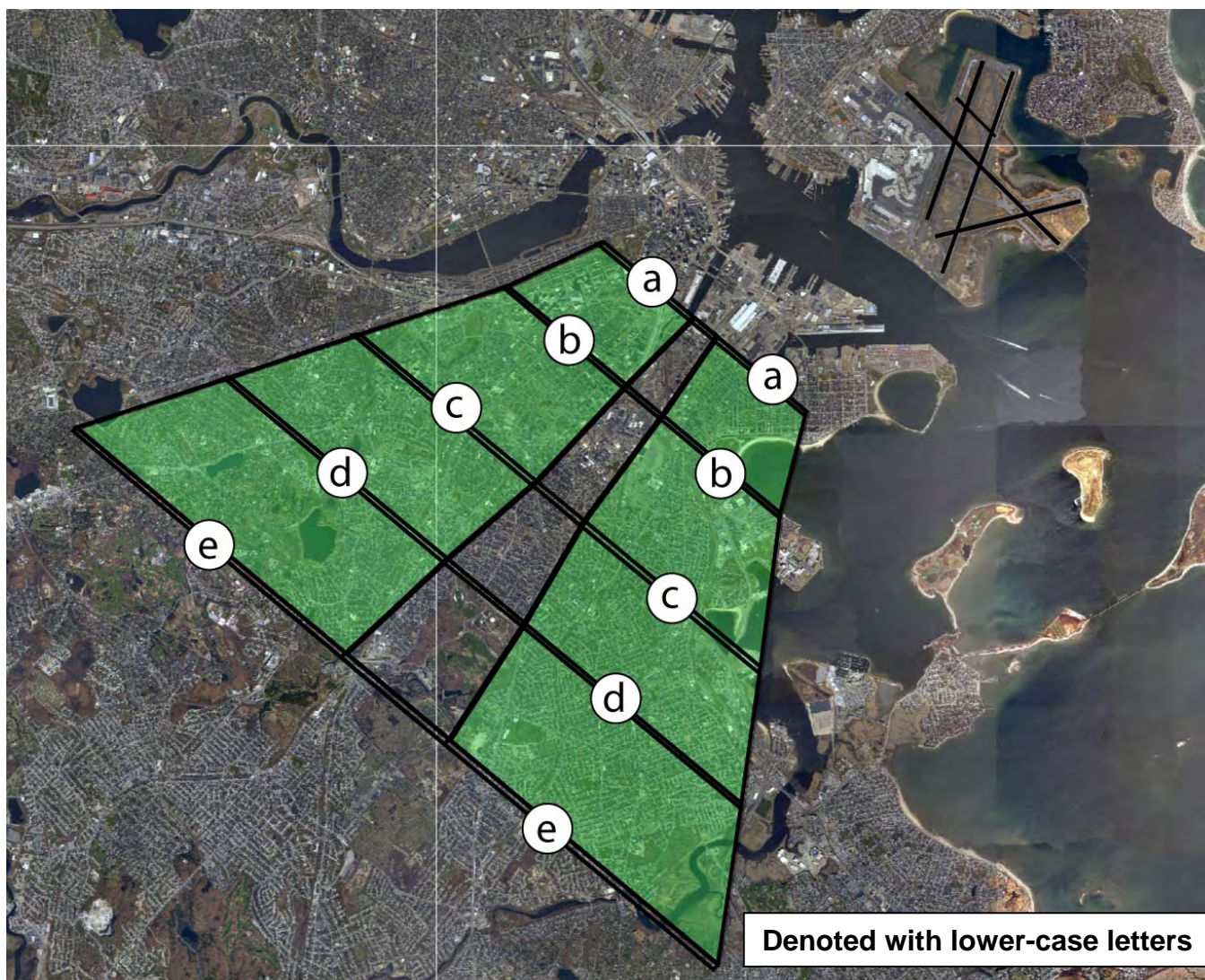


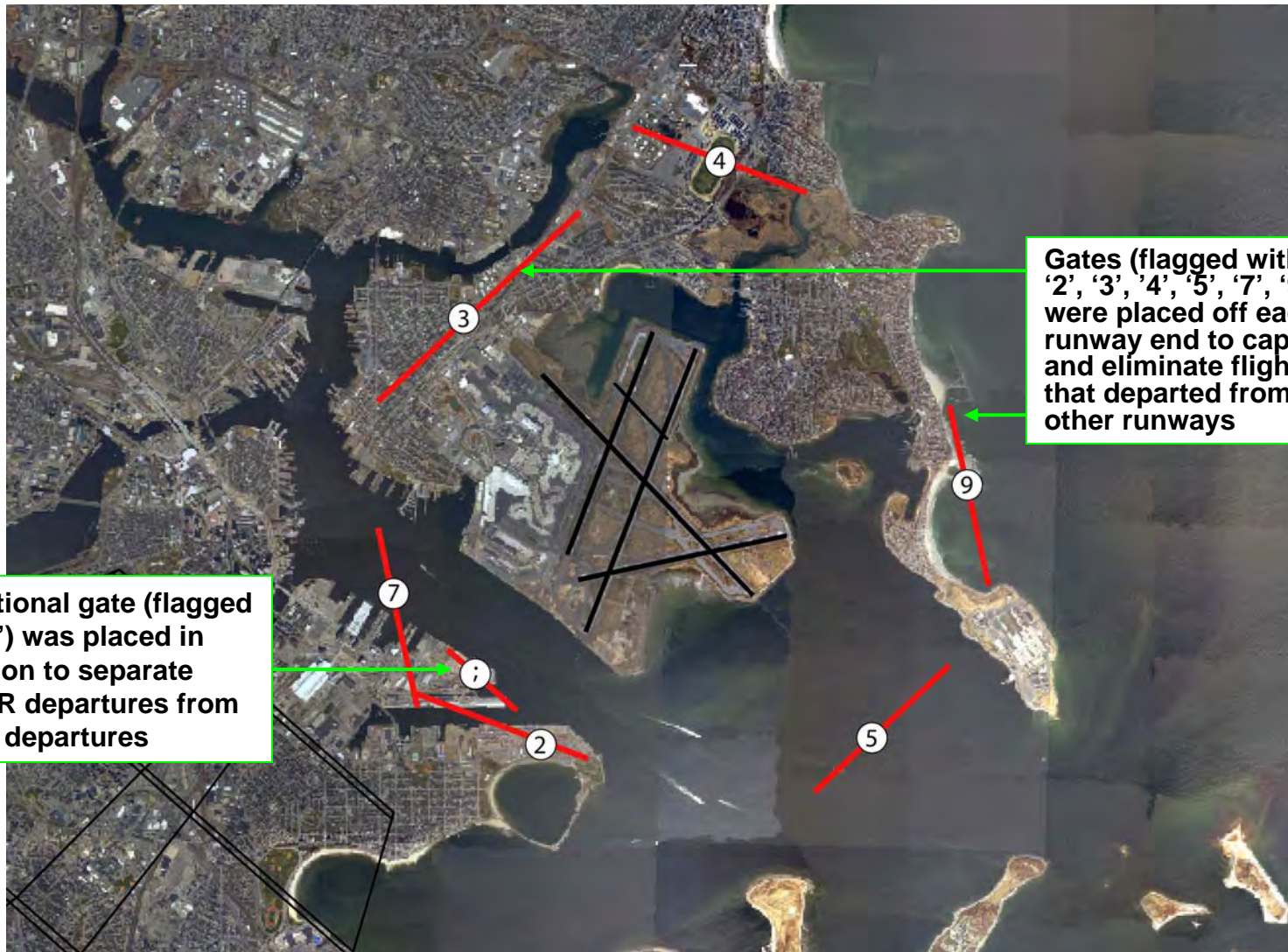


Runway 27 Corridor Left and Right Gates





Additional Runway and Supplemental Gates



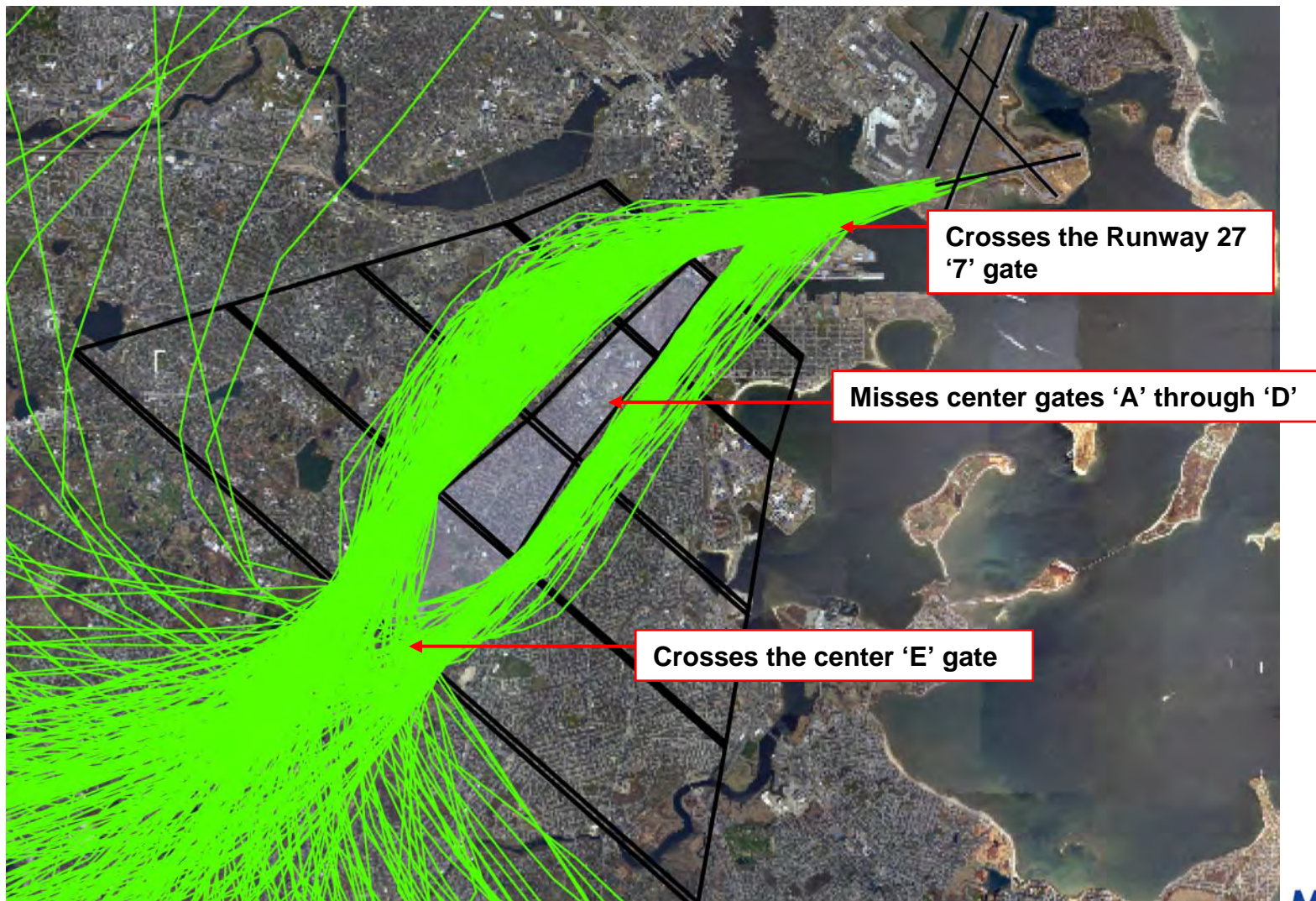
Gates (flagged with '2', '3', '4', '5', '7', '9') were placed off each runway end to capture and eliminate flights that departed from other runways

An additional gate (flagged with a ';') was placed in this region to separate RWY 22R departures from RWY 27 departures



Naming Convention Example

Gate Crossing Combination “7E_abcd”



Source: National Offload Program Archive, July 2005 through December 2006.

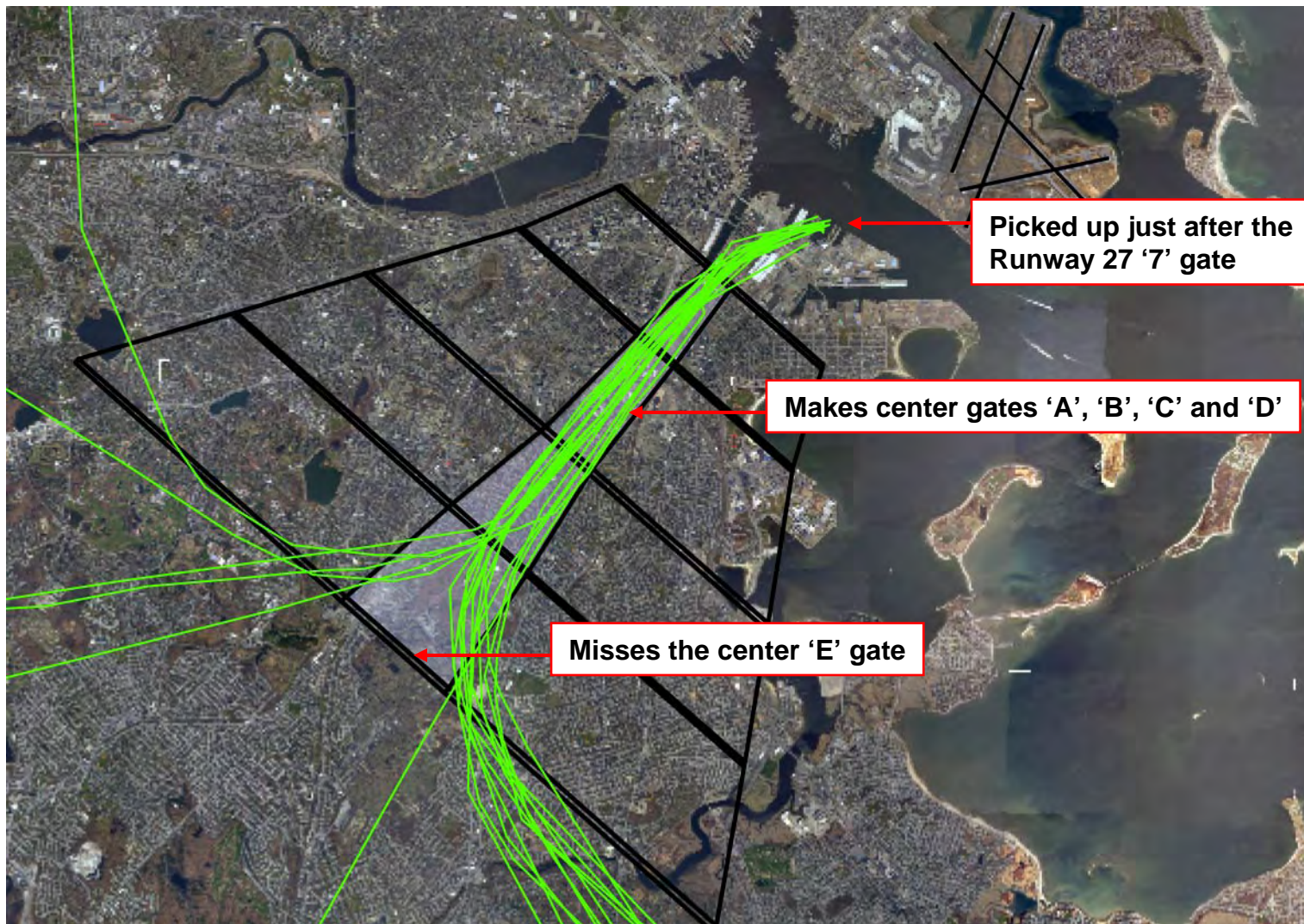
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Naming Convention Example

Gate Crossing Combination “ABCD_e”



Source: National Offload Program Archive, July 2005 through December 2006.

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Step 4: Gate Category Definitions

- Each gate crossing combination was assigned to one of 7 gate categories
 - **Y** All are clearly 27 departures
 - **N** All are clearly not 27 departures
 - **+** Likely 27 departures
 - Most flights are 27 departures
 - **-** Unlikely 27 departures
 - Very few flights are 27 departures
 - **?** Unknown
 - Gate combination is not useful for identifying 27 departures
 - **A** Ambiguous
 - Difficult to determine if flights departed from 27 or from 22R
 - **Null**
 - Gate combination sample size too small to determine appropriate gate category through automation



Distribution of Tracks by Gate Category

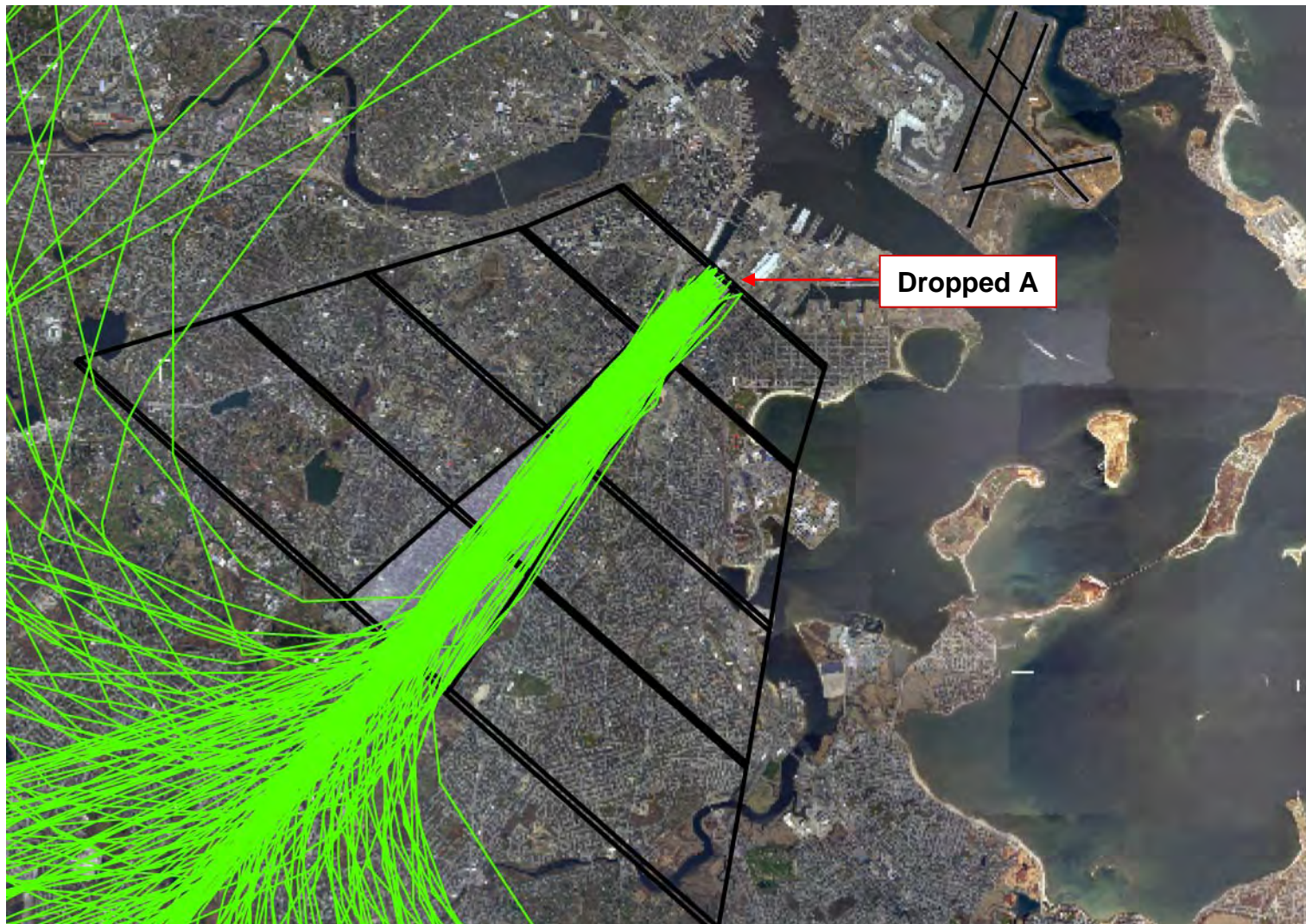
- By automating the identification and categorization process, the manual review is focused on the flight tracks that require human intervention

Gate Category	Flight Count	Percentage
Y	32,888	93.5%
+	1,700	4.8%
-	226	0.6%
null	213	0.6%
?	91	0.3%
A	72	0.2%
Grand Total	35,190	100.0%

Source: Offload, July 2005 through February 2007.



Step 5: Eliminate Late Pickups and Early Drops



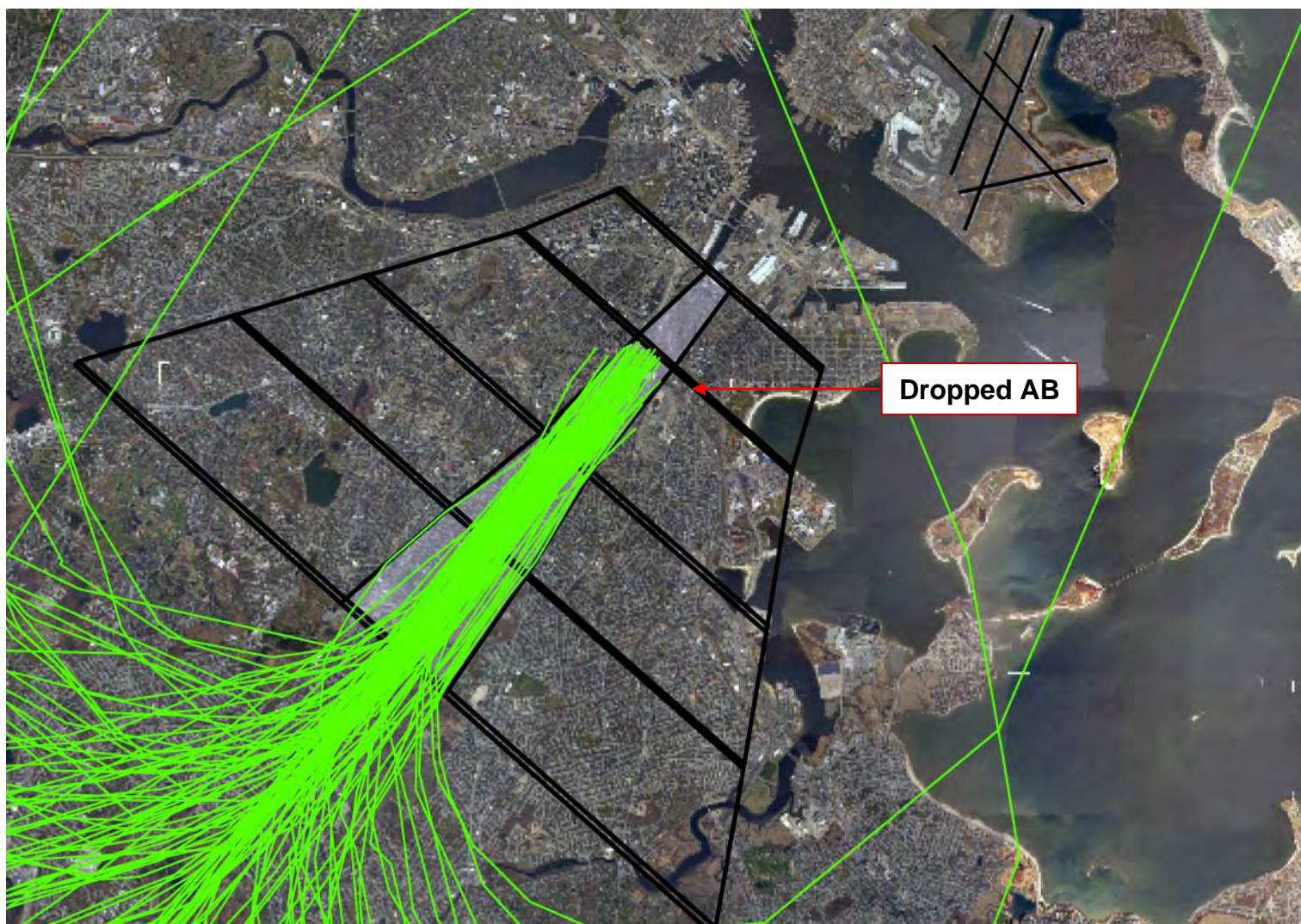
Source: National Offload Program Archive, July 2005 through December 2006.

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Another Late Pickup Example



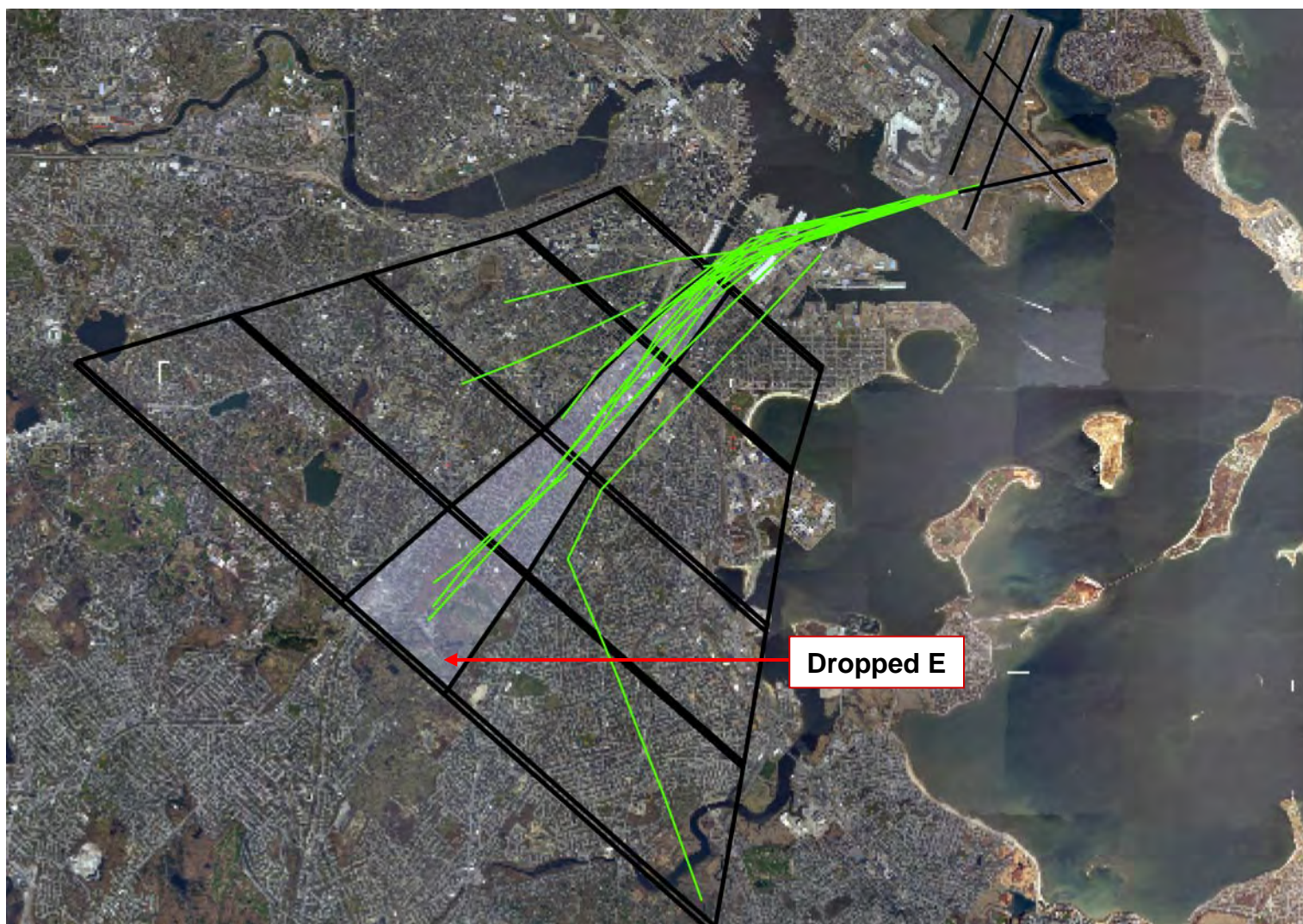
Source: National Offload Program Archive, July 2005 through December 2006.

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An Early Drop Example



Source: National Offload Program Archive, July 2005 through December 2006.



Distribution of Tracks After Removal of Late Pickups and Early Drops

- The sample is reduced by eliminating tracks where compliance cannot be determined because tracks started after the 'A' or 'a' gate or ended before the 'E' or 'e' gate

Gate Category	Flight Count	Drops Removed	Complete Tracks
Y	32,888	292	32,596
+	1,700	131	1,569
-	226	54	172
null	213	32	181
?	91	29	62
A	72	16	56
Grand Total	35,190	554	34,636

Source: Offload, July 2005 through February 2007.

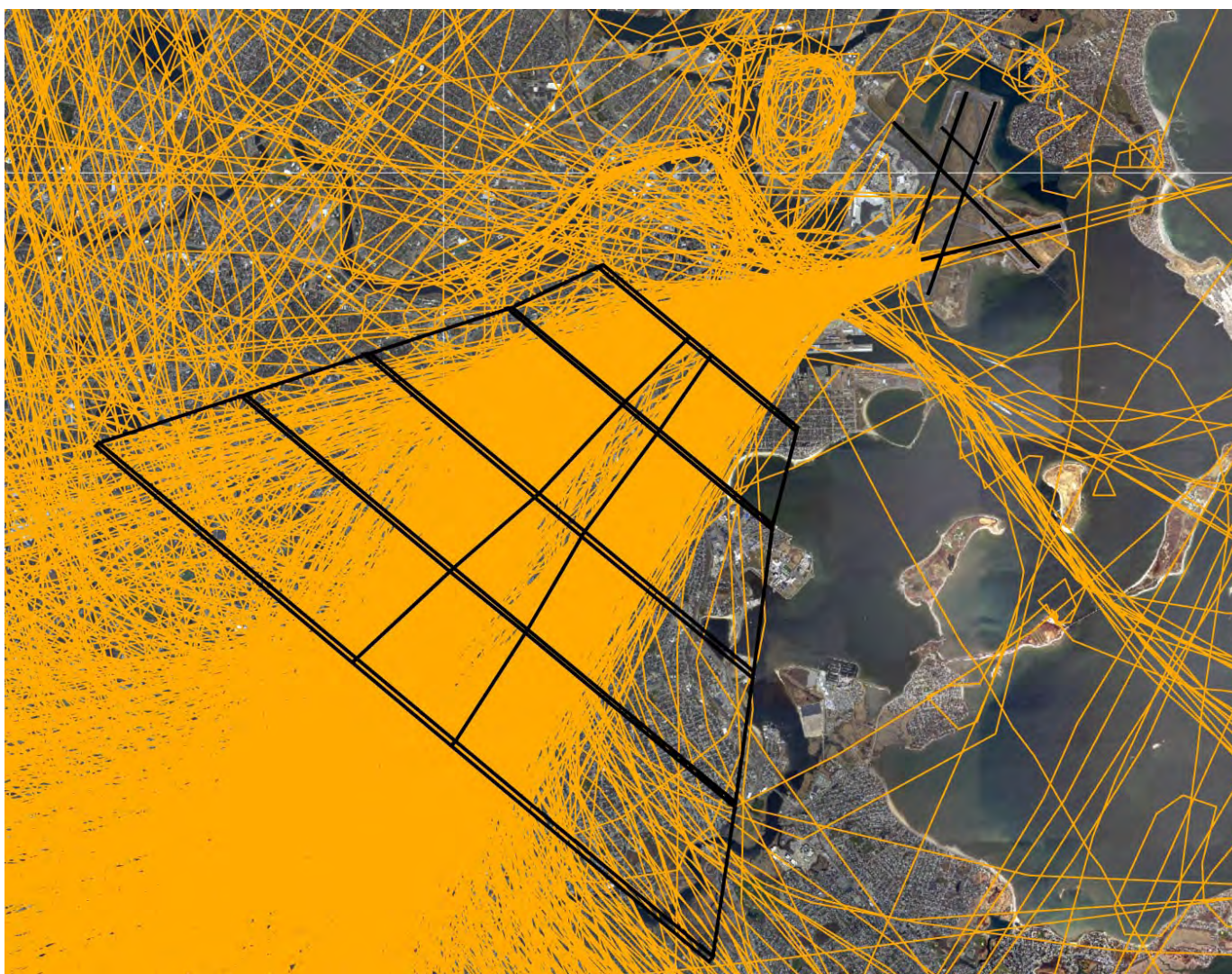


Step 6: Visual Inspection and Manual Sorting

- After late pickups and early drops were eliminated, each gate category was inspected visually
- Flights that were not Runway 27 jet departures were identified
- All data was retained
- The resulting Runway 27 jet departures were carried through the compliance analysis



Likely Tracks Prior to Manual Sorting



Source: National Offload Program Archive, July 2005 through December 2006. Includes early drops and late pickups.